

Pranesh Kumar

From: Pranesh Kumar
Sent: Monday, May 04, 2015 2:44 PM
To: 'SHIPPING (MPA)'
Cc: FLEET-HK-TECH11; FLEET-HK-QUALSAFE11; Prakash Chandra; M. Sathyanarayanan; Fortunato
Subject: Fortunato : IMO number 9347736 / Use of non compliant fuel in ECA.

To: MPA, Singapore,
Cc: As Addressed.

Good Day Sir,

We are technical manager of vessel Fortunato, IMO number 9347736.

Subject vessel will be doing three ports in US ECA area as per below ETA and ETD.

Hilo, Pier 3 (PS) - ETA : May 5th 2015 /0400 – ETD : May 6/0700 hrs
Nawiliwili, Pier 3 (PS) - ETA : May 7th 2015 /0600 – ETD : May 7th 2015 /1830 hrs
Barbers Pt., Pier 6 (PS) - ETA : May 8th 2015/0600 – ETD : May 9th 2015/1830 hrs

Vessel will arrive Hilo and Depart from Hilo with sufficient LSMGO onboard to be in compliant with local NA ECA regulations.

Subject vessel will be short of LSMGO on departure Nawiliwili on 07th May 2015. Bunkering of LSMGO has been confirmed at next port Barbers pt. In the passage between Nawiliwili to Barbers Pt., vessel will be consuming HSIFO (Sulphur content 1.81%) which will be available onboard which was bunkered on 17th Jan 2015 at Pointe A Pierre, T&T and same will be use in Main engine and Boilers. For your kind reference passage plan attached.

Below is the sequence of events due to which vessel will be falling short on LSMGO ROB on departure Nawiliwili.

1) Vessel Bunkered at Cristobal on 17th April 2015 and received LSMGO 40 MTs (Up to the max allowable Tank capacity). HSMGO supply was requested but was not available at this port.

2) On 25th April 2015 noon hours onboard HSMGO finished and vessel's Auxiliary engines were changed over to LSMGO.

3) Initial Port Rotation at Hawaii was Hilo - Barber's Point - Nawiliwili.

4) Bunker was planned at Barber's Point and vessel had enough LSMGO to use in M/E and A/E until Barber's Point and at this point there was no issue in compliance of fuel in NA ECA area.

5) Port rotation changed by receivers on 30th April to Hilo - Nawiliwili - Barber's Point.

6) With revised port rotation vessel will consume all LSMGO at Nawiliwili . So operators of the vessel arranged 20.0 MTs of LSMGO at Hilo. To receive the same vessel required to shift berth and this can only be done in day light hours. Receivers at Hilo are unable to shift the vessel for Bunkering due to local constraints. As per information received from receivers, Vessel cannot divert from the schedule and cannot

shift for bunkering activities due to limited pier availability. In view of these circumstances bunkering of LSMGO at Nawiliwili is not possible.

7) Waiver is required for last leg of this voyage i.e. Nawiliwili to Barber's Point. HSIFO (Sulphur content 1.81%) is available onboard which was bunkered on 17th Jan 2015 at Pointe A Pierre, T&T and same will be use in M/E and Boiler's. Passage plan attached.

8) Tentative schedule at Hawaii:

Hilo, Pier 3 (PS) May 5/0400 - May 6/0700hrs Nawiliwili, Pier 3 (PS) May 7/0600 - May 7/1830hrs Barbers Pt., Pier 6 (PS) May 8/0600 - May 9/1830hrs

In view of above circumstances. We intend to file for Compliant fuel oil non availability report to EPA, United States and upon approval use non-compliant HSIFO (Sulphur content 1.81%) after the available LSMGO is finished onboard at Nawiliwili.

Compliant LSMGO fuel oil will be supplied at Barber's point and same has been confirmed by the operators of the vessel.

Master of the subject vessel will keep the local port authorities informed about above and we will also file waiver request to EPA.

Above to keep your good office duly informed and trust in order.

Kindly acknowledge safe receipt of this message and guide us further as necessary and applicable.

Thanks and best regards.

Pranesh Kumar
Sr.Tech. Supdt.
FML (As agents Only)
H.P : +852 98569230
Skype : Prancs71

